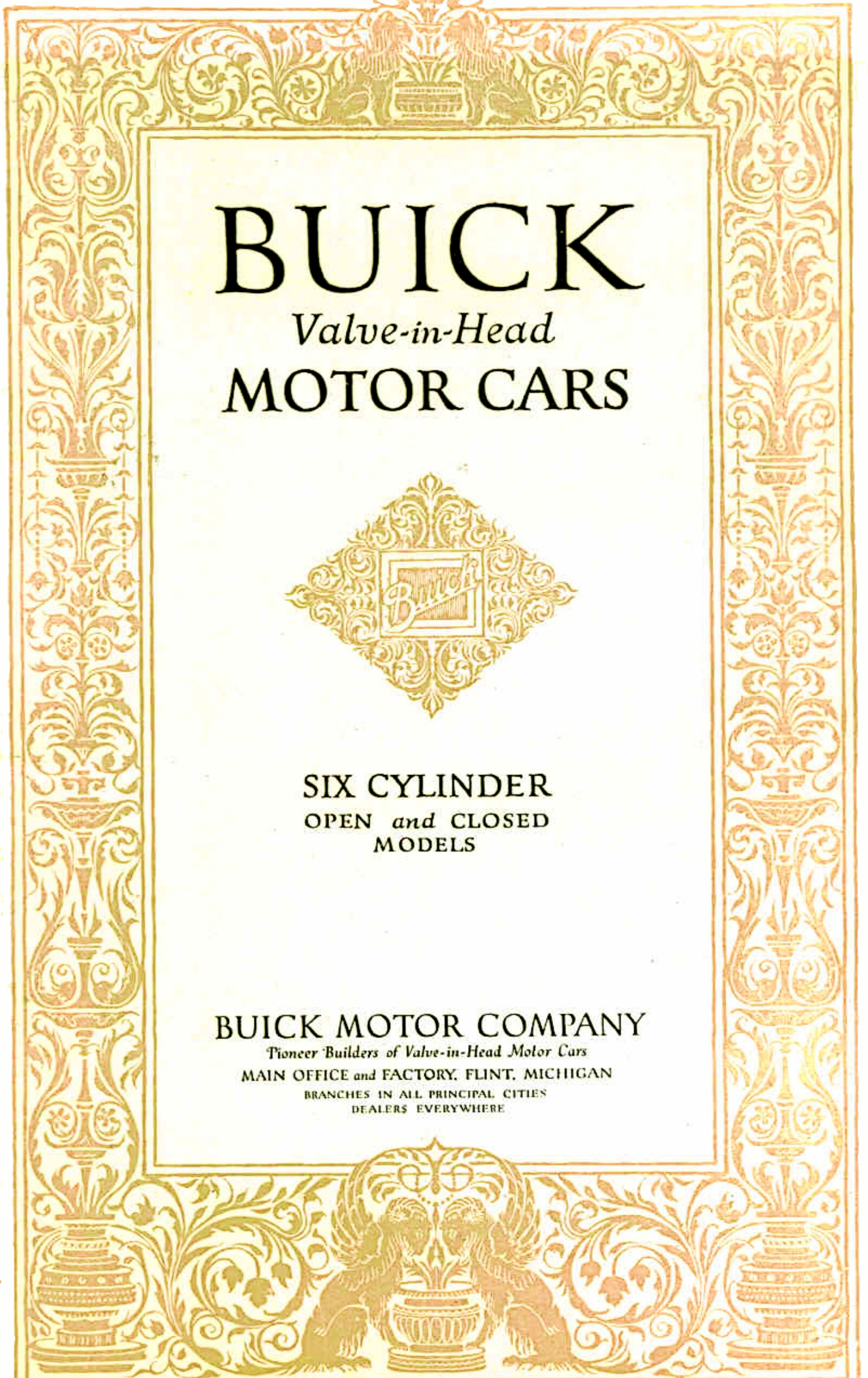






BUICK

Valve-in-Head
MOTOR CARS



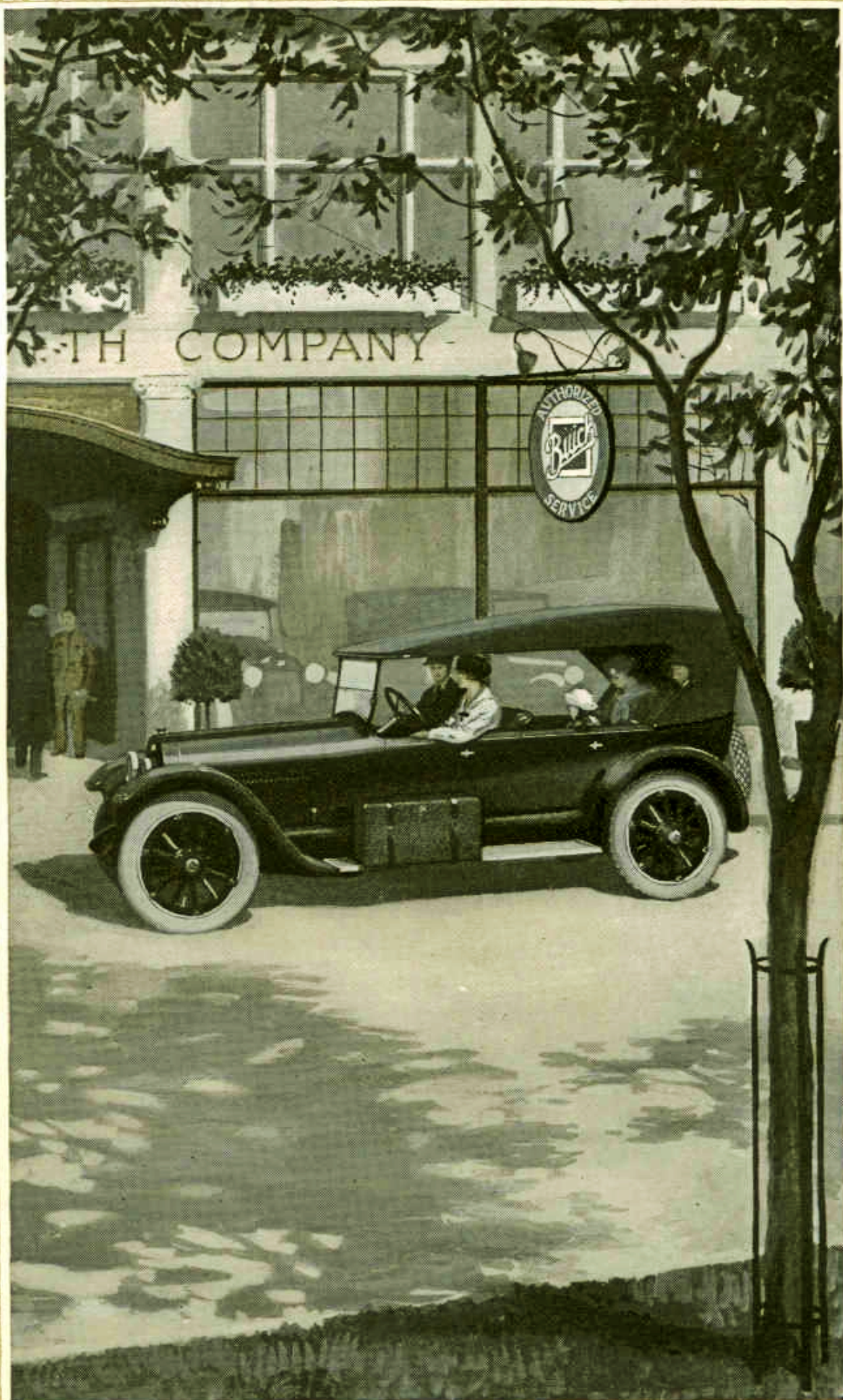
SIX CYLINDER
OPEN *and* CLOSED
MODELS

BUICK MOTOR COMPANY

Pioneer Builders of Valve-in-Head Motor Cars

MAIN OFFICE and FACTORY, FLINT, MICHIGAN

**BRANCHES IN ALL PRINCIPAL CITIES
DEALERS EVERYWHERE**



Every day sees the motor car more firmly wedded to business enterprises, wherever time is an object and distances have to be overcome, proving itself a benefactor of both industry and humanity.

The New Nineteen Twenty One Buick

BUICK adherence to definite principles of motor design and chassis construction is again exemplified in the new Buick line for nineteen twenty-one.

While retaining those features that have established the thorough soundness and practicability of Buick cars during the last twenty years, improvements in body design and mechanical units have been incorporated in the new Buick cars that place them far in advance of the usual trend of development.

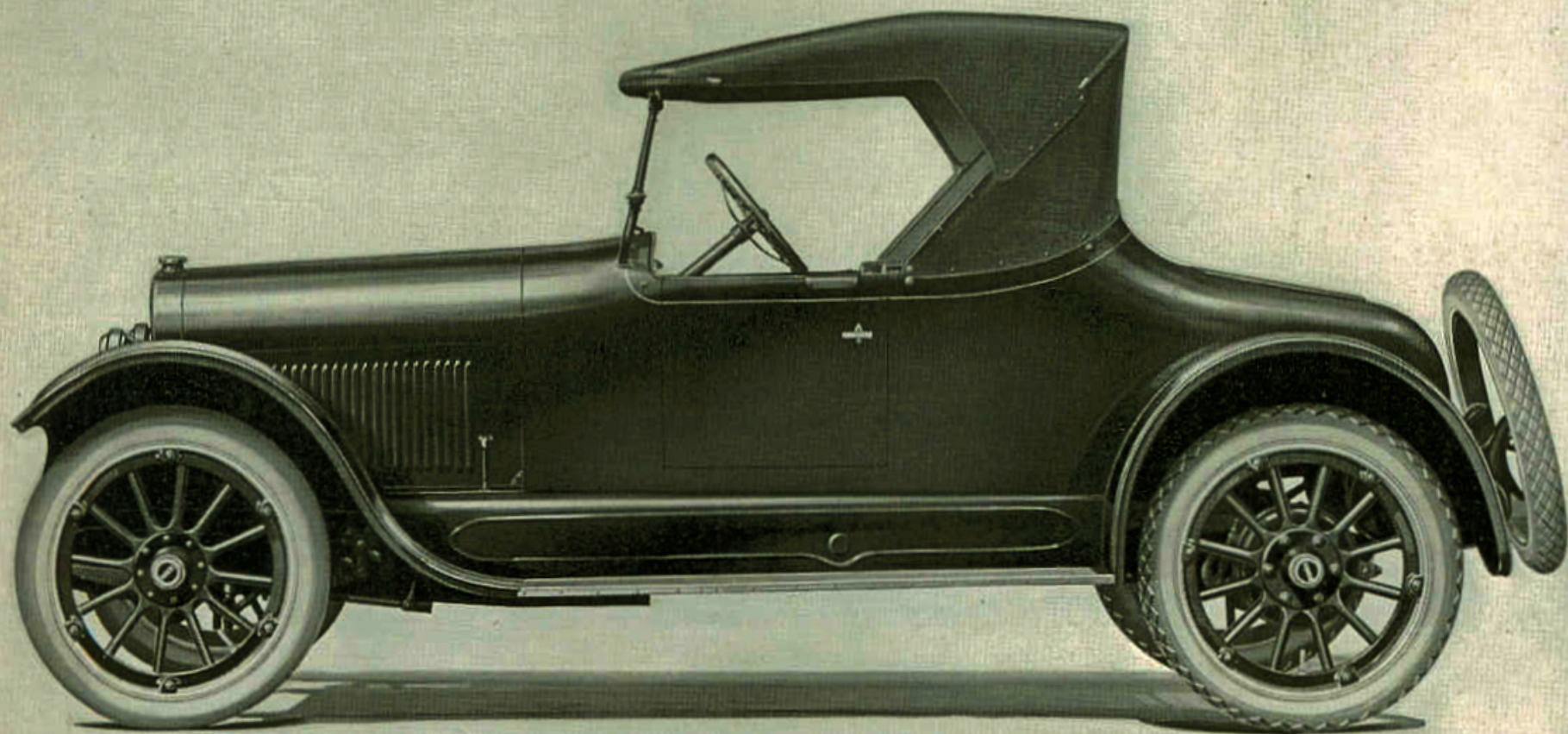
Yet, just as in past years, there is an absence of radical departures or untried changes in the new Buick line. The new improvements after exhaustive tests have proved practical and correctly related to the Buick chassis.

So, in the new Buick car there is an expression of distinction and luxury, quality and refinement, consistency and power almost inconceivable. And were it not for the immense Buick organization built up during the last decade, this wonderful Buick would, indeed, be impossible.

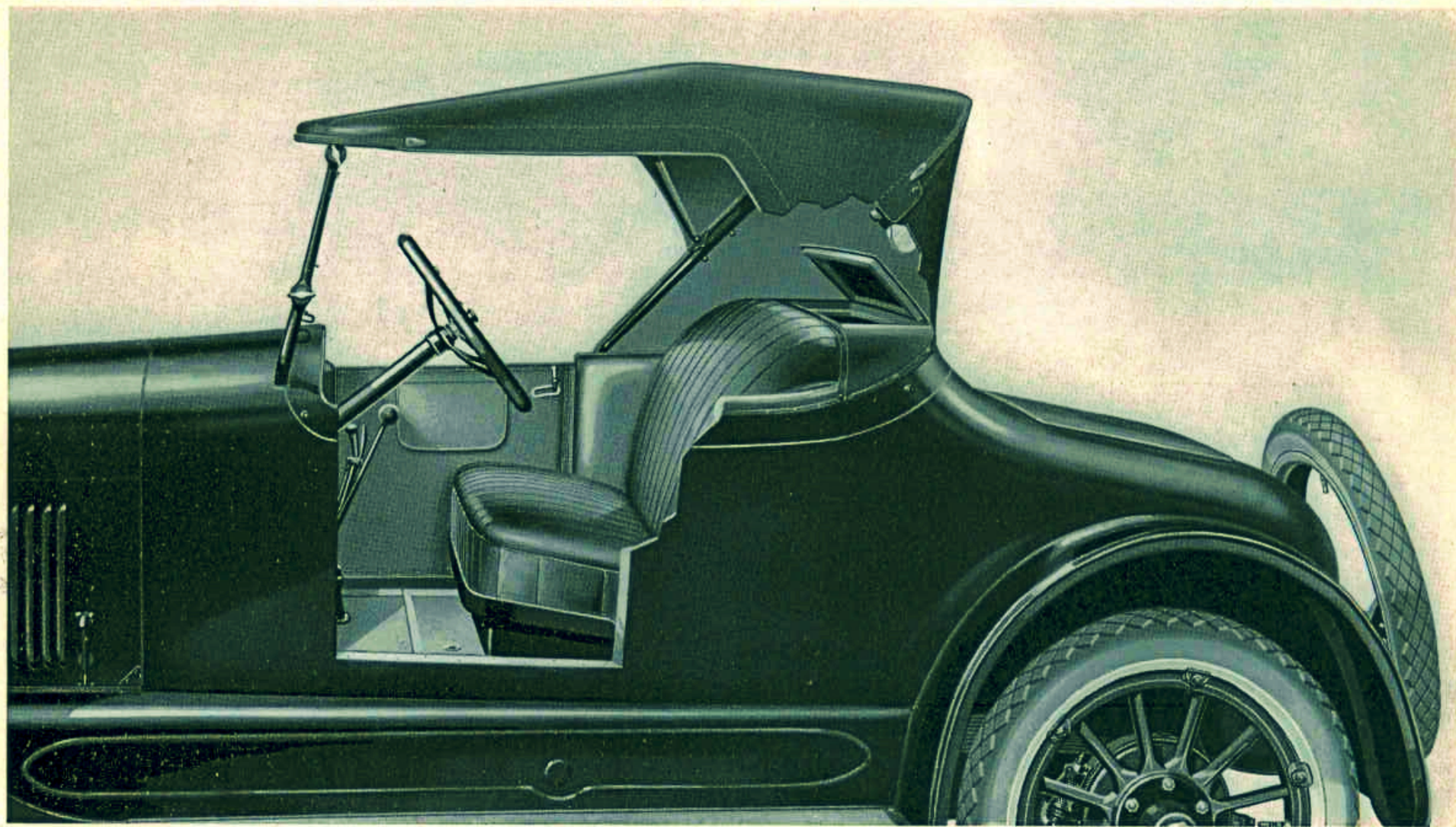
It is well to bear in mind that a Buick has never been built to a price. Months before the season opens, the new models are designed and tested. When each has proved its correctness, the selling price is established as close to the manufacturing cost as good business practice permits. And, because the Buick car is distinctly a product of the Buick factory, its value is always exceptional.

Mechanically, the new Buick is more than a worthy successor to the previous models that have performed their way into the hearts of motorists everywhere; in appearance, the new Buick is a revelation.

The line for nineteen twenty-one comprises seven new models, each powered with the famous six-cylinder Buick Valve-in-Head motor. In other words, a single standard of mechanical excellence and reliability is available for the purchasers of all Buick cars, supplemented by four closed and three open body types which make it possible to apply the Buick standard to individual requirements.



Twenty One—Forty Four



Seating Arrangement for Three

The Three Passenger Roadster

THE new Buick Model Twenty One—Forty Four, with its graceful radiator, hood, cowl and body lines, immediately impresses one as a car of striking beauty. The Buick Valve-in-Head motor assures a surplus of power. Its endurance and capacity for service are unlimited.

This roadster is distinctly a new model, coming as the result of the growing demand for a more roomy and luxurious car of limited passenger capacity. It measures up in every detail to the standard set by Buick for a car of this type.

Not only have the radiator and hood lines been improved, but the rear of the body has been widened, which, with the new crown fenders and skirts, gives the entire car a most attractive appearance.

The doors, which have been fitted with special outside handles, have been made much larger, securely attached on hinges of a new style, and equipped with substantial latches and bumpers.

This new roadster has more than a pleasing appearance as it possesses an exceptionally comfortable seating and driving arrangement. Directly back of the seat is a large interior compartment affording ample storage space for the traveler's bags, the tourist's suitcases or the sportsman's gun cases or golf bags. Another compartment has been provided beneath the rear deck for larger personal or business effects.

The inclined windshield, slightly wider and of a new design, affords clear vision and prevents the elements beating in between the sections or along the cowl lines. This feature, with the tightly fitting side curtains that open and close with the doors, affords protection and comfort nearly equal to that of a closed car.

The new roadster is finished in Buick green with a fine gold hair-line stripe on the body and face stripes on the wheels. The car is equipped with a tire carrier, mounted to harmonize with the rear body lines.

The Five Passenger Touring Car

IN the new Buick Model Twenty One—Forty Five, beauty and capacity for service are combined. Designed to meet the many uses of a car of this type, it lends itself to the needs of the business man and his family, to the comforts of the traveler or to those who enjoy long trips.

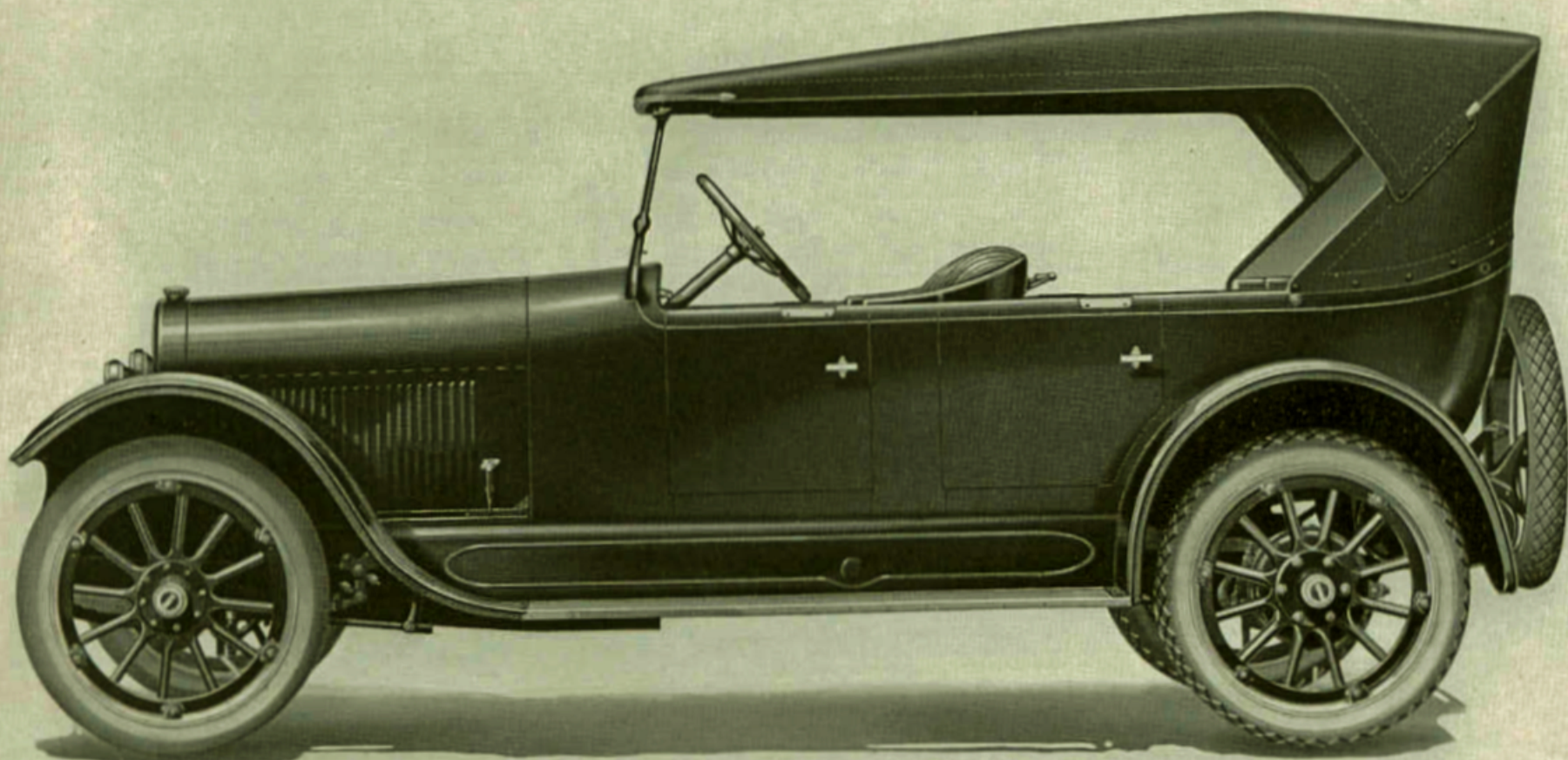
The new lines of the body, radiator, cowl and hood blend into one harmonious whole, giving the car a graceful, low appearance. While the changes have been plentiful, Buick individuality has not been lost.

The driving compartment and tonneau have been more liberally spaced, insuring driver and passengers even greater comfort. The height of the seats affords the average passenger the most comfortable riding position.

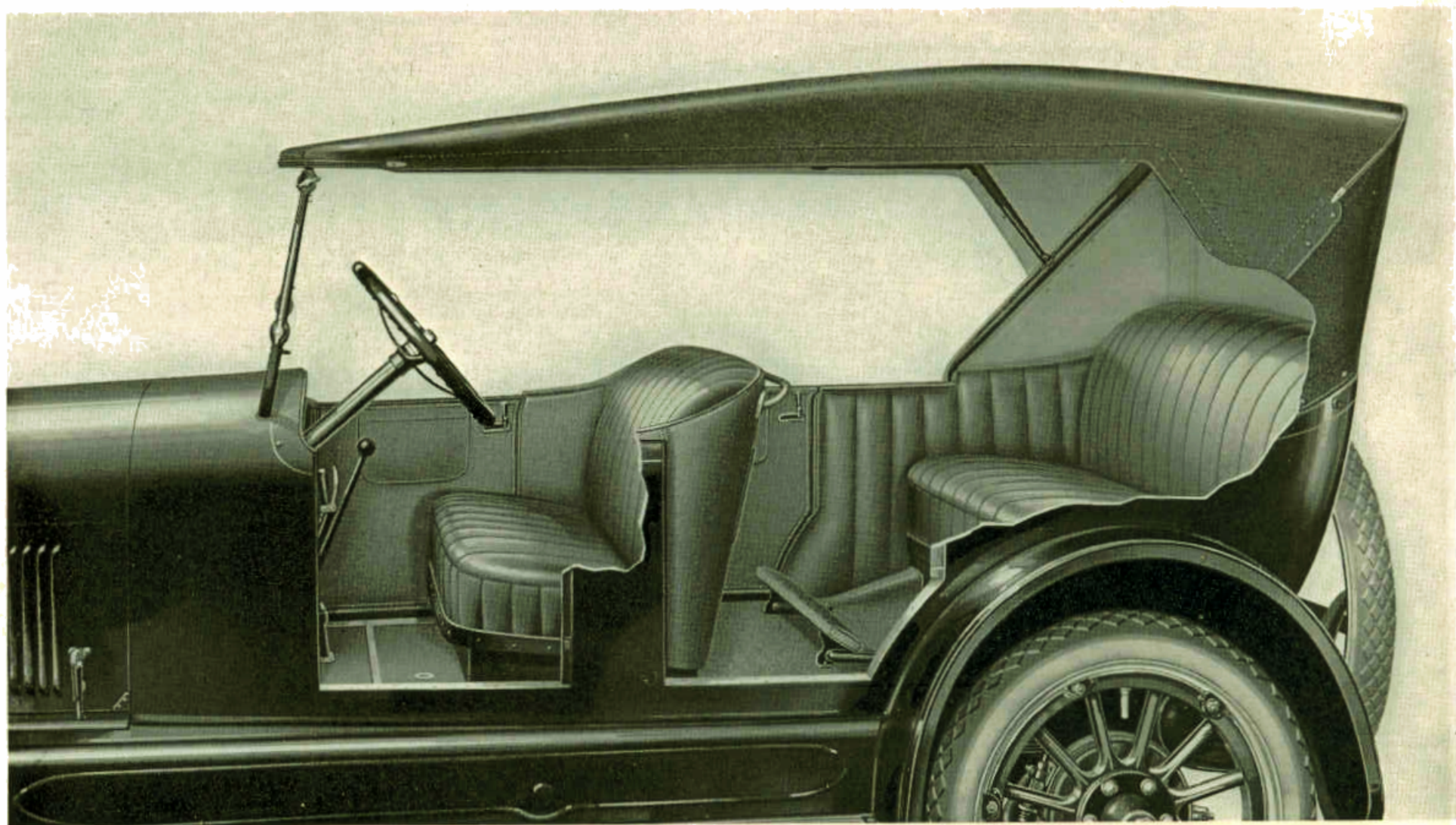
As with the roadster, this car is equipped with a top of special design, which eliminates all bows and obstructions to the vision. The new patented gypsy curtain gives greater protection to the passengers in the tonneau. The top is substantially built of the best grade top material and is provided with a rear glass window, securely mounted and supported by invisible quartered strips from top to bottom. Snug-fitting curtains may be placed to open and close with the doors. Because so few owners of open cars drive with their tops down, top irons are not included with this or the other open models. However, irons may be attached by the owner, if he so desires.

Head lamps have been designed especially to correspond with the new body lines. The skirts and inner portion of the front fenders also conform with the improved design. The opening between the gas tank and the rear fenders has been closed to prevent any possibility of the rear wheels splashing the corners of the body.

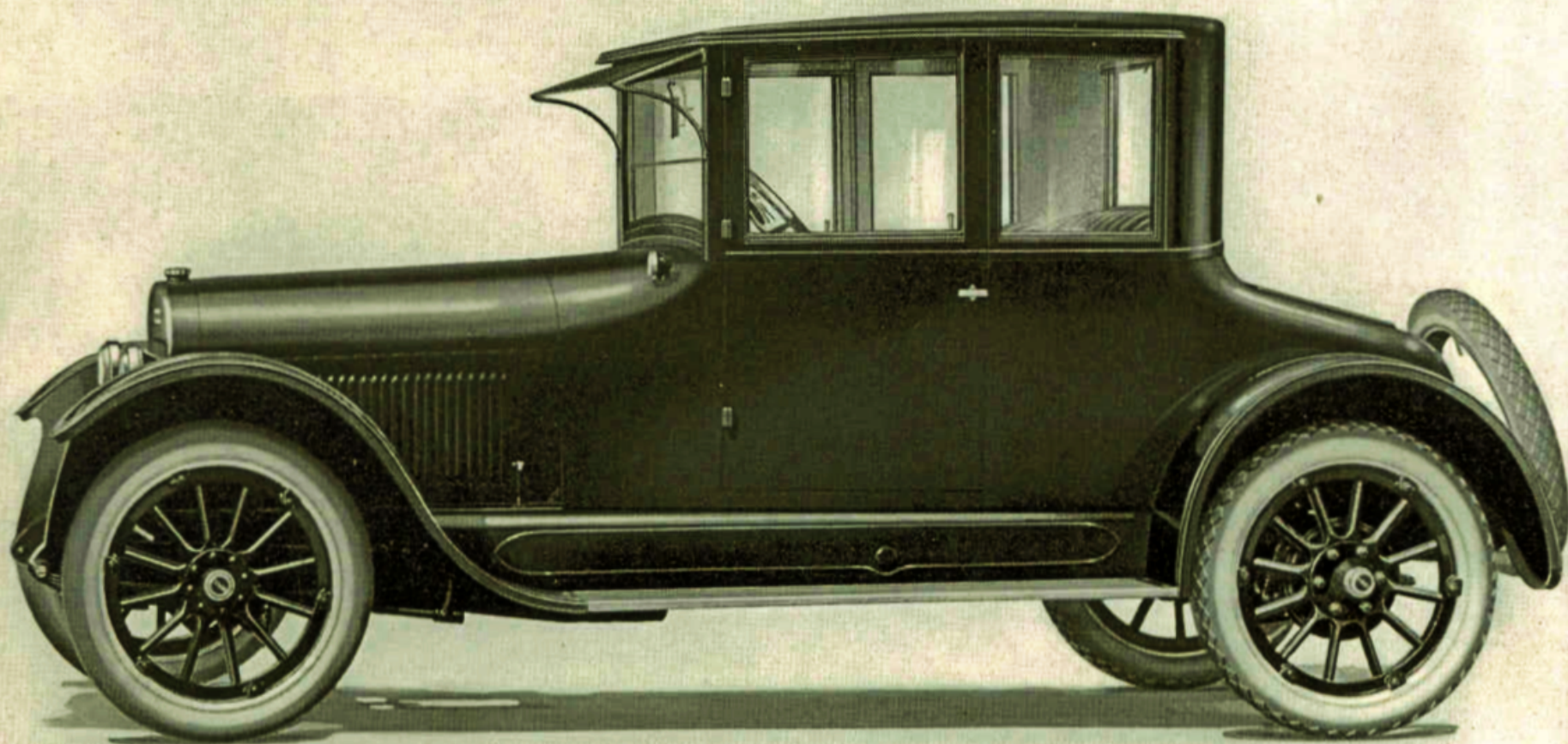
The finish of the new Twenty One—Forty Five is Buick green with a fine gold stripe. Windshield, fenders, skirts, radiator, lamps, and gas tank are finished in black enamel. As on all models, door handles, hub caps and lamp trimmings are in nickel.



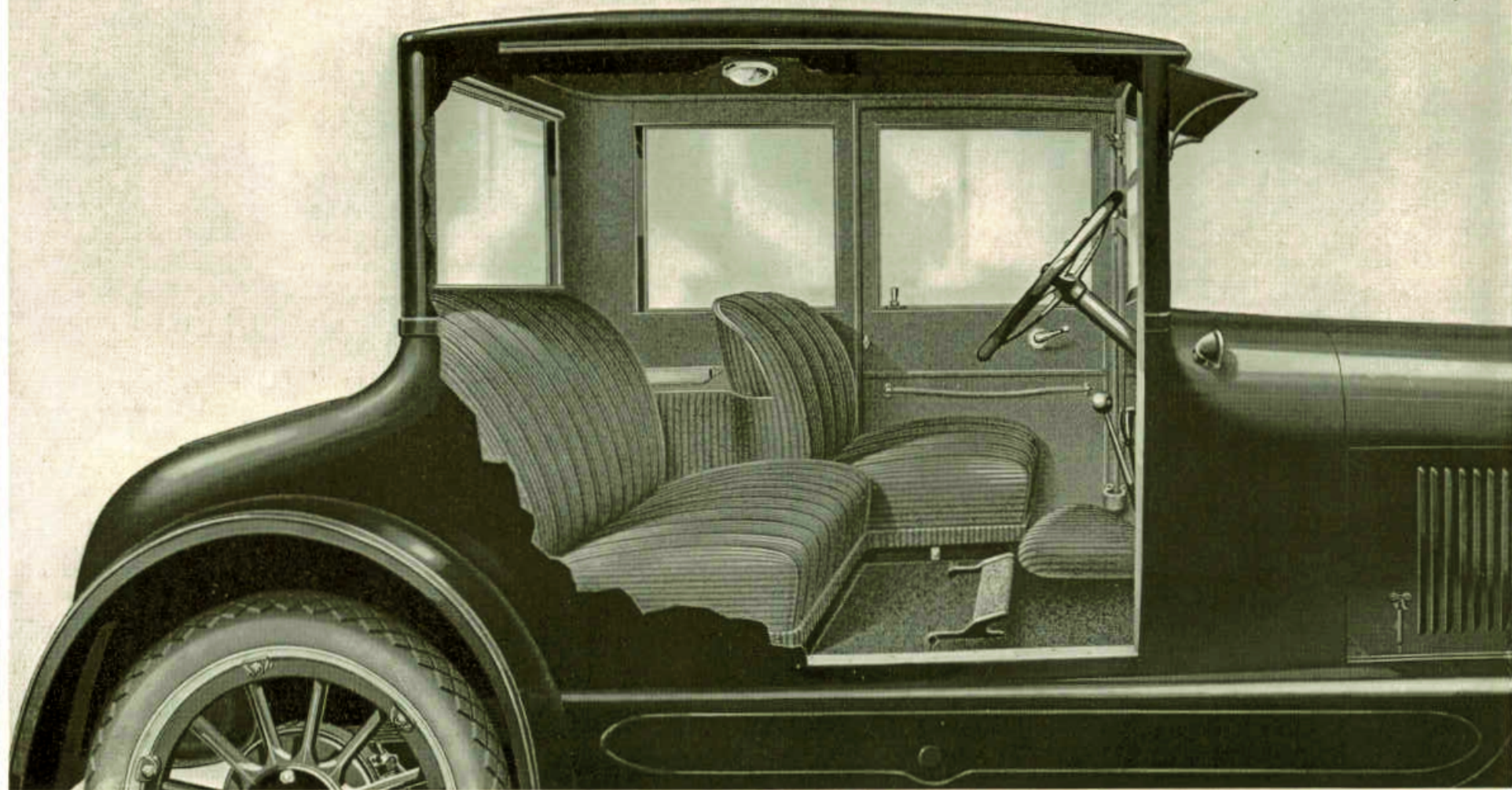
Twenty One—Forty Five



Seating Arrangement for Five



Twenty One—Forty Six



Seating Arrangement for Four

The Four Passenger Coupe

THE new Buick Model Twenty One—Forty Six makes the most of this highly appreciated type of motor car. In its appointments, it is sensibly tasteful; in its seating arrangement, exceptionally comfortable, and in its mechanical excellence, it is distinctly Buick.

The new body lines give it a handsome contour. Its modish appearance has not been gained, however, at the expense of roominess. The deep, heavily cushioned seats have been arranged to provide the most comfortable position for driver and passenger. An extra seat swings out of the way under the cowl. Plenty of head room has been retained.

For the storage of small parcels or personal effects, there is a convenient compartment at the rear of the driver's seat. Additional space for suitcases and larger traveling needs is provided beneath the rear deck.

The back window is permanent, while the side windows may be readily lowered to any position, the door windows being equipped with special regulators conveniently situated.

In addition to the storm-vision windshield, there is an anti-glare sunshade and an improved windshield cleaner. The door catches are of the double-safety latch type, eliminating the possibility of the doors swinging open should they be not closed tightly. A bolt locks the left-hand door from the inside and the right one is fitted with a Yale lock. Both front and rear springs on this model, as well as the other closed cars, have been redesigned to give a soft, luxurious riding quality. The front springs are equipped with snubbers.

The interior of the body is trimmed in beautiful automobile cloth. The seats are heavily upholstered with a fabric of quality both beautiful and lasting. A dome light illuminates the interior.

This coupe is handsomely finished in black with a fine hair-line white face stripe on the wheels.

Buick Attention to Details

THOSE who are mechanically inclined find the changes in the Twenty One Buick line are not confined to improved body types. Rather, the cars have been developed as a whole, not re-designed.

Among the many refinements are those that serve to make motoring in a Buick of still greater comfort and pleasure. For one thing, the adjustment and care of working parts in the motor and on the chassis have been made more convenient. The adjustment of the clutch, for instance, can now be easily made with a wrench directly beneath the floor board.

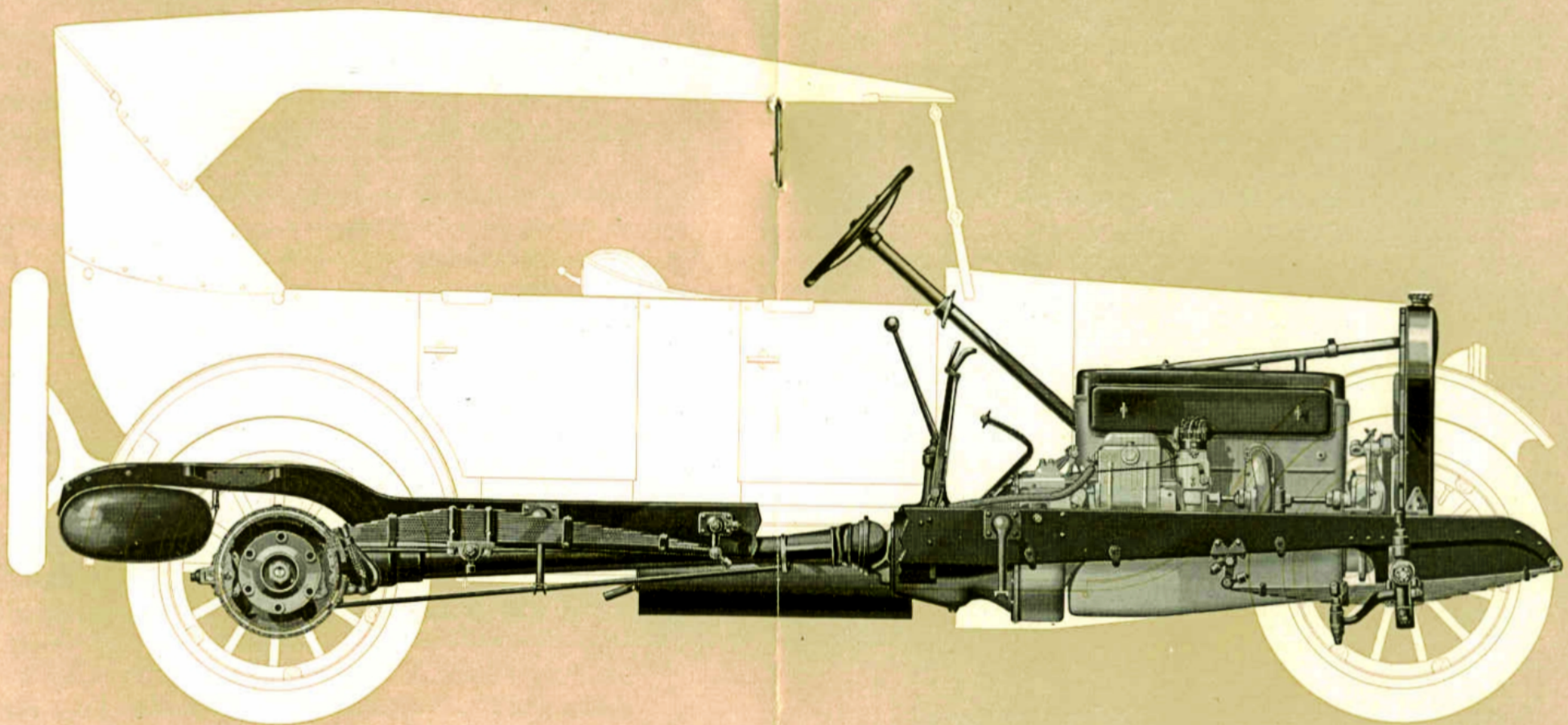
Water can be drained from the radiator by simply turning a handle situated inside the hood. Much in the same way, oil can be drained from the crank-case, overcoming the usual task of removing the oil plug.

The Buick Valve-in-Head motor, with its automatically lubricated rocker arms, now has its timing gears automatically lubricated from the oil reservoir in the crank-case.

Batteries in the closed cars are accessible through a small door in the floor board. Both front and rear springs on these models have been improved, insuring smooth riding qualities over all manner of roads. Front springs on the closed cars, as well as on the seven-passenger open car, are equipped with snubbers.

All open models are equipped with the new Buick patented top, which by eliminating an additional bow, leaves a clear, unobstructed vision in all directions. Side curtains, that swing with the doors, are plainly marked on the inner edge to show their proper positions.

And, so it follows down through the long list of improvements, showing that Buick designers and engineers have not lost sight of details in working toward the bigger things. A new Buick quality has been established—a quality that comes after twenty years' experience in building a motor car that has more than justified unwavering fidelity to accepted engineering ideals.



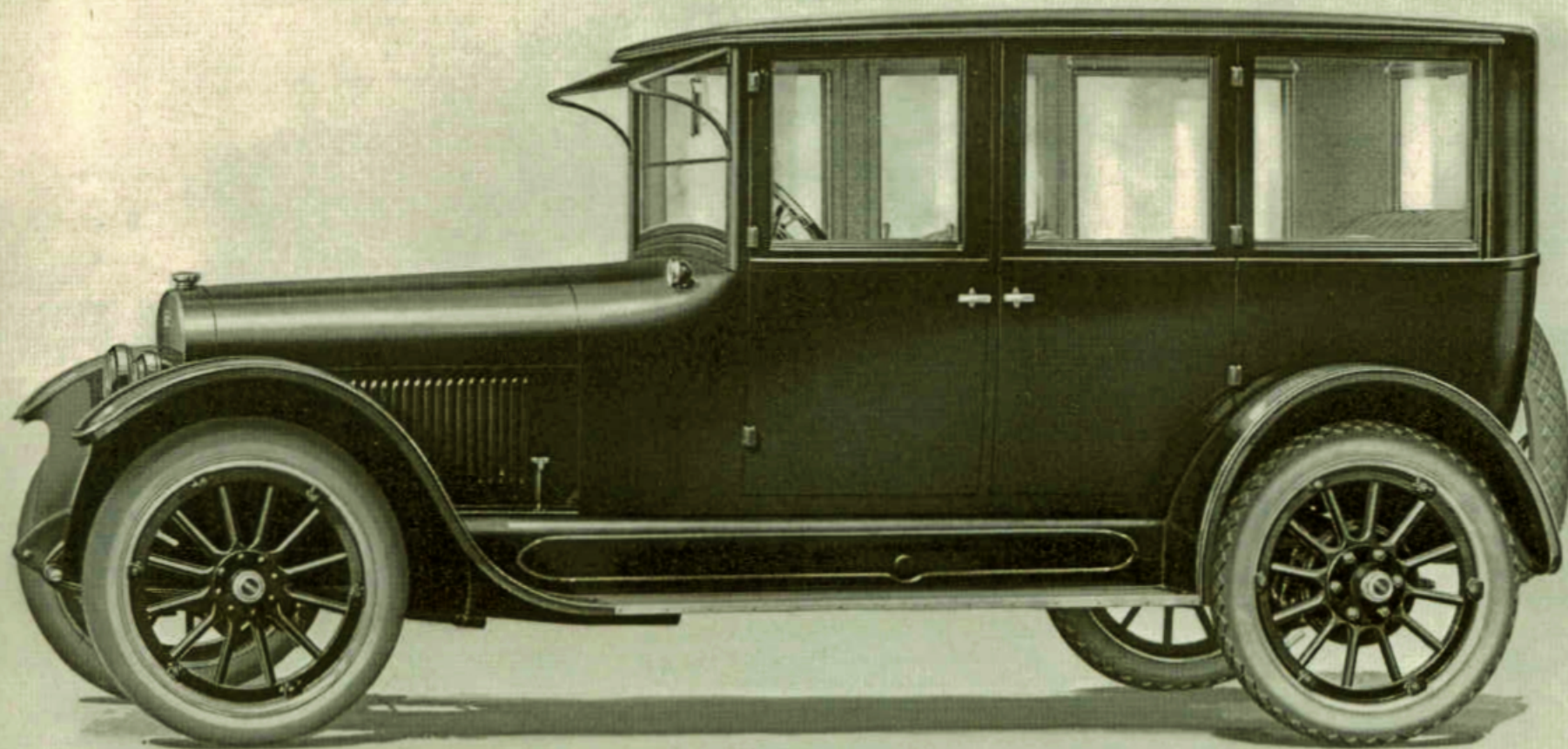
The Buick Chassis—Correctly Related

ABOVE all else, a motor car is a piece of machinery. It should be bought, operated and judged as a machine: a collection of mechanical units, each correct in itself, yet co-ordinated and properly related to the other units that make up the well-engineered car.

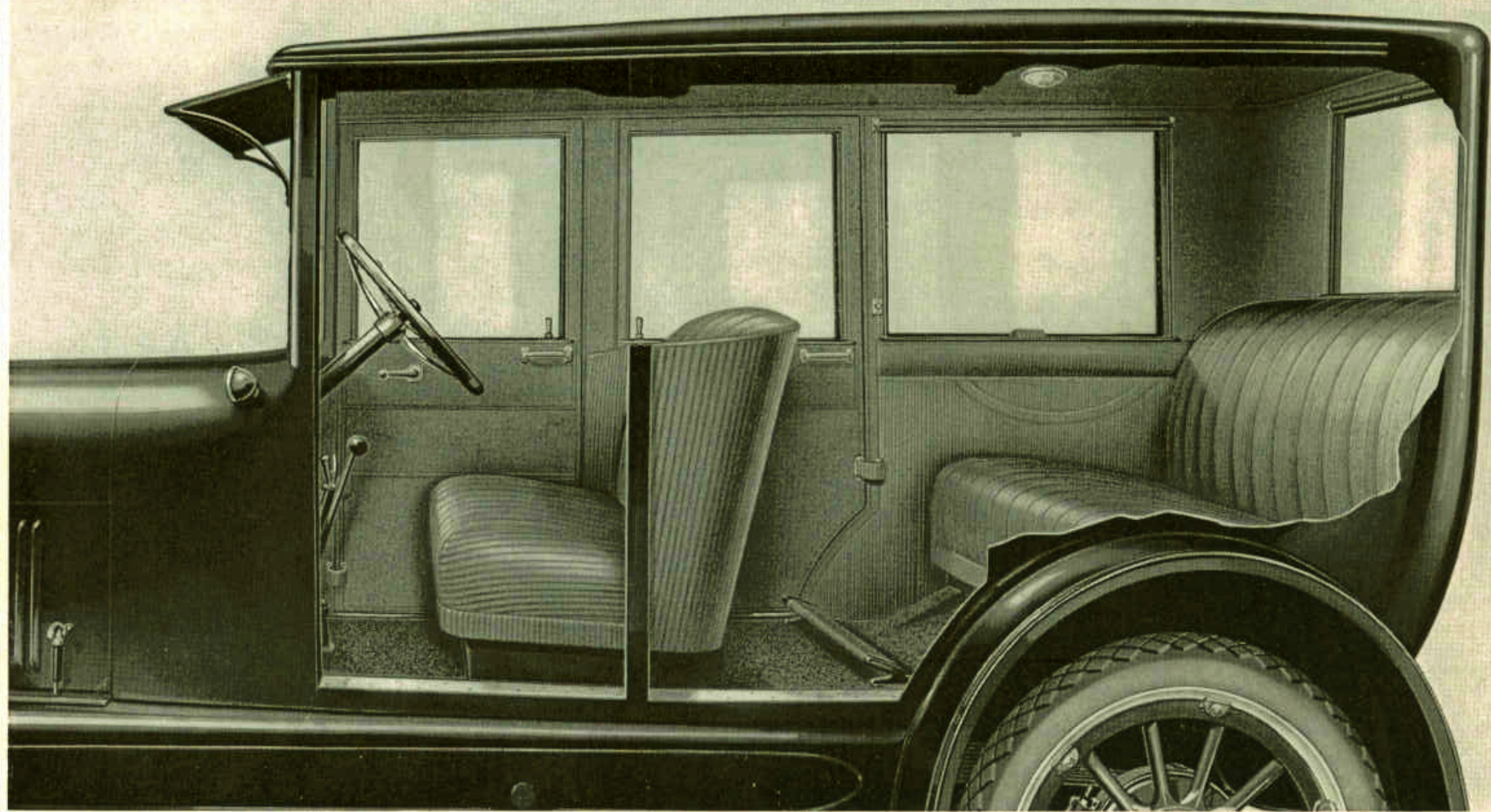
Buick balance and proportion, performance and durability are the result of twenty years spent in developing a car for long and consistent functioning. Season after sea-

son, Buick engineers have improved the Buick chassis, yet always adhering to the dominant Valve-in-Head principle, and as each step in the succession of improvements has been completed and patented, the Buick has naturally become more distinctive.

And the result, as seen today, is a Buick Valve-in-Head motor car with a genuine transportation value that can only be equalled by another Buick.



Twenty One—Forty Seven



Seating Arrangement for Five

The Five Passenger Sedan

THE new Buick Model TwentyOne—Forty Seven makes a wide appeal among motorists because of its great range of usefulness. It has the roominess to accommodate the small family comfortably, yet it is light enough to adapt itself to the individual needs of the busy man or woman. It is a highly practical car for year-'round service.

This model follows the design and lines of the seven-passenger sedan very closely. The radiator and hood lines have been improved and blended into the body in long, pleasing lines which meet in a graceful curve at the rear. The crown of the fenders has been made to conform beautifully with the lines of the body and even the new lamps carry out the spirit of the distinctive Buick design.

The body has four doors, properly hinged and equipped with double safety latches, thereby giving access to the front or rear compartments from either side. The oversized front seat extends across the body, being placed in an easy riding position and giving the driving compartment a remarkably free and roomy space. The gear controls are well forward, yet within convenient reach of the driver.

The doors are generously large and are furnished with handles to facilitate closing from within. A pocket for small parcels is built into the right front door. With the storm-proof windshield, the anti-glare sun shade, and the water-tight doors, this model affords complete protection in all kinds of weather.

The interior of the five-passenger sedan is handsomely done in a material of quality, carpets and upholstery matching beautifully. The car is complete in all the finer refinements and appointments typical of the type, including a dome light.

The body, hood, wheels and chassis are finished in black. The wheels of this new seven-passenger sedan are touched with a white face stripe.

The Large Four Passenger Coupe

THE new Buick Model Twenty One—Forty Eight is an addition to the Buick line. It corresponds to the large seven-passenger sedan much in the manner that the four-passenger Model Forty Six corresponds to the five-passenger sedan. In other words, it is a full brother to Model Twenty One—Fifty, built on the same chassis and with the same scrupulous care.

The new coupe is undeniably beautiful and its character, to its innermost parts, is as sound as its appearance is pleasing.

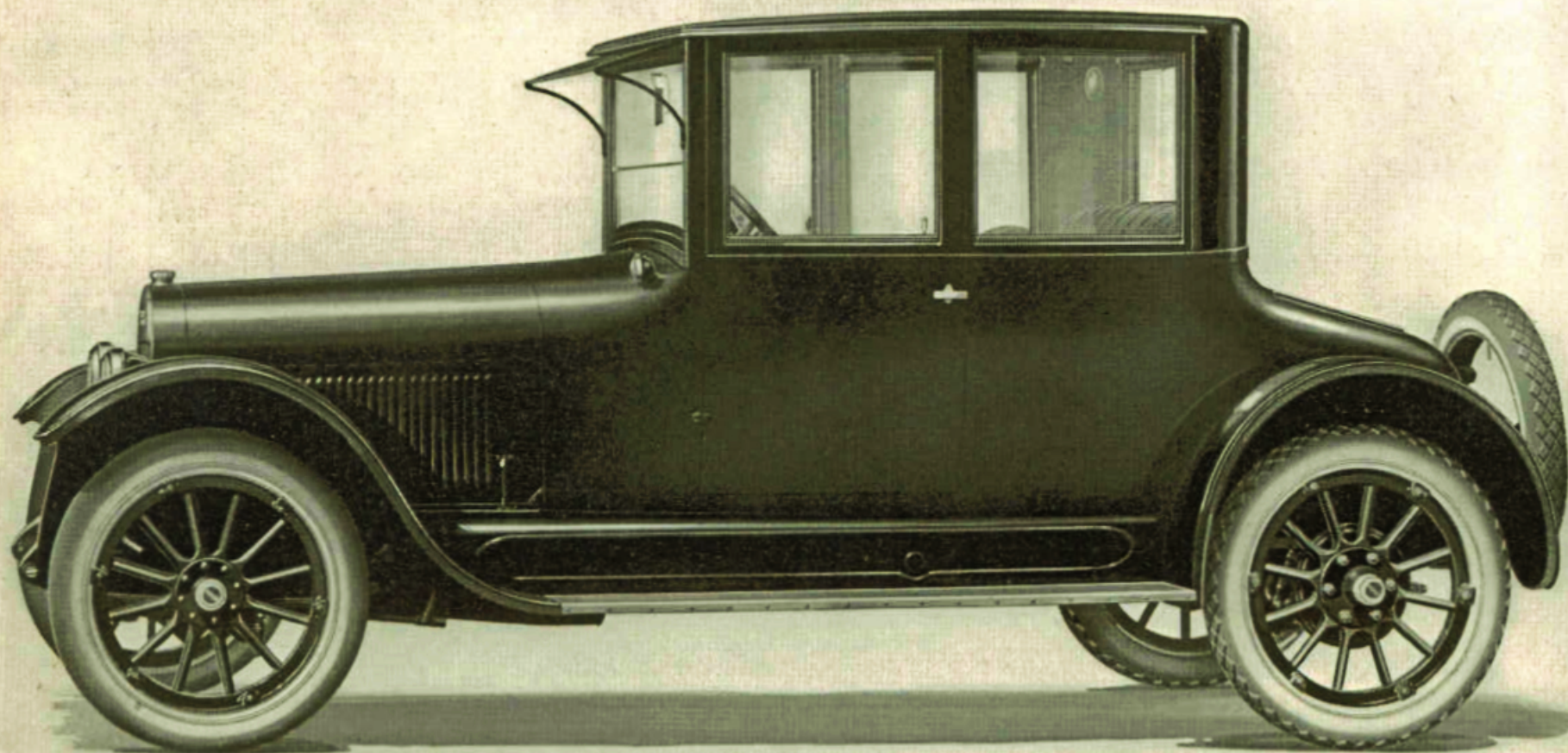
It is strictly a full four-passenger coupe. At the right and rear of the driver's seat there is a wide, deeply upholstered seat for two, in front of which is properly located a heavily-cushioned folding seat equipped with arm and back rests for the fourth passenger. When this fourth seat is not in use, it folds completely out of the way beneath the cowl, providing additional space for carrying baggage or personal effects.

Beside a compartment back of the driver's seat, there is also an unusually large storage space for the traveler's suit cases and bags under the rear deck, which is covered with a water-tight hatch.

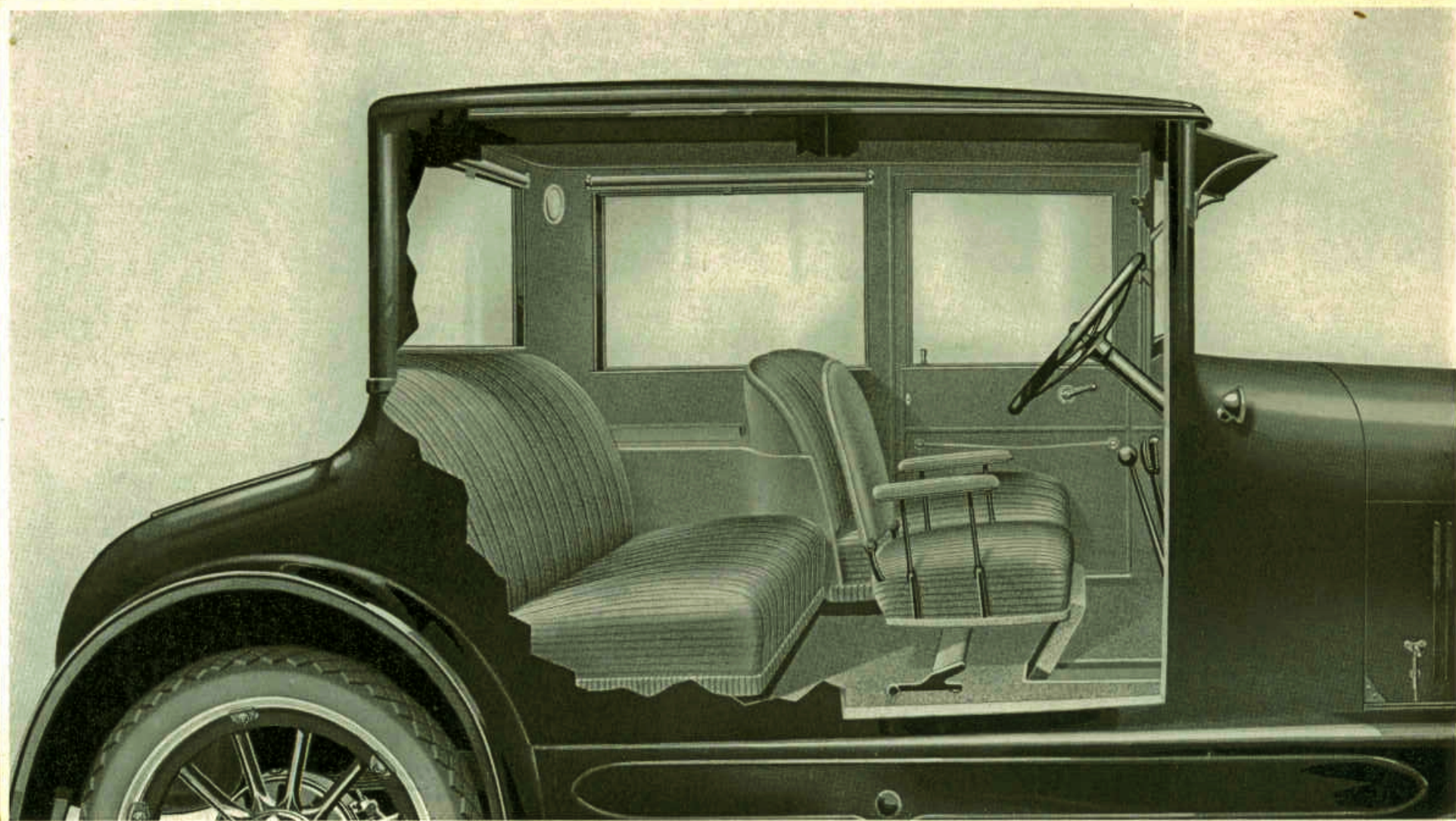
All hardware is satin finished, silver mounted, and the interior is upholstered in car plush in keeping with the Model Fifty sedan. The body finish is Buick blue with wheels to match. Chassis, windshield, fenders, radiator, lamps and gas tank are finished in black. The Buick Valve-in-Head motor is gray with black enameled dust protector.

In every detail, this handsome, personal car reflects the ingenuity and skill of Buick designers in working out a body treatment that is both beautiful and useful.

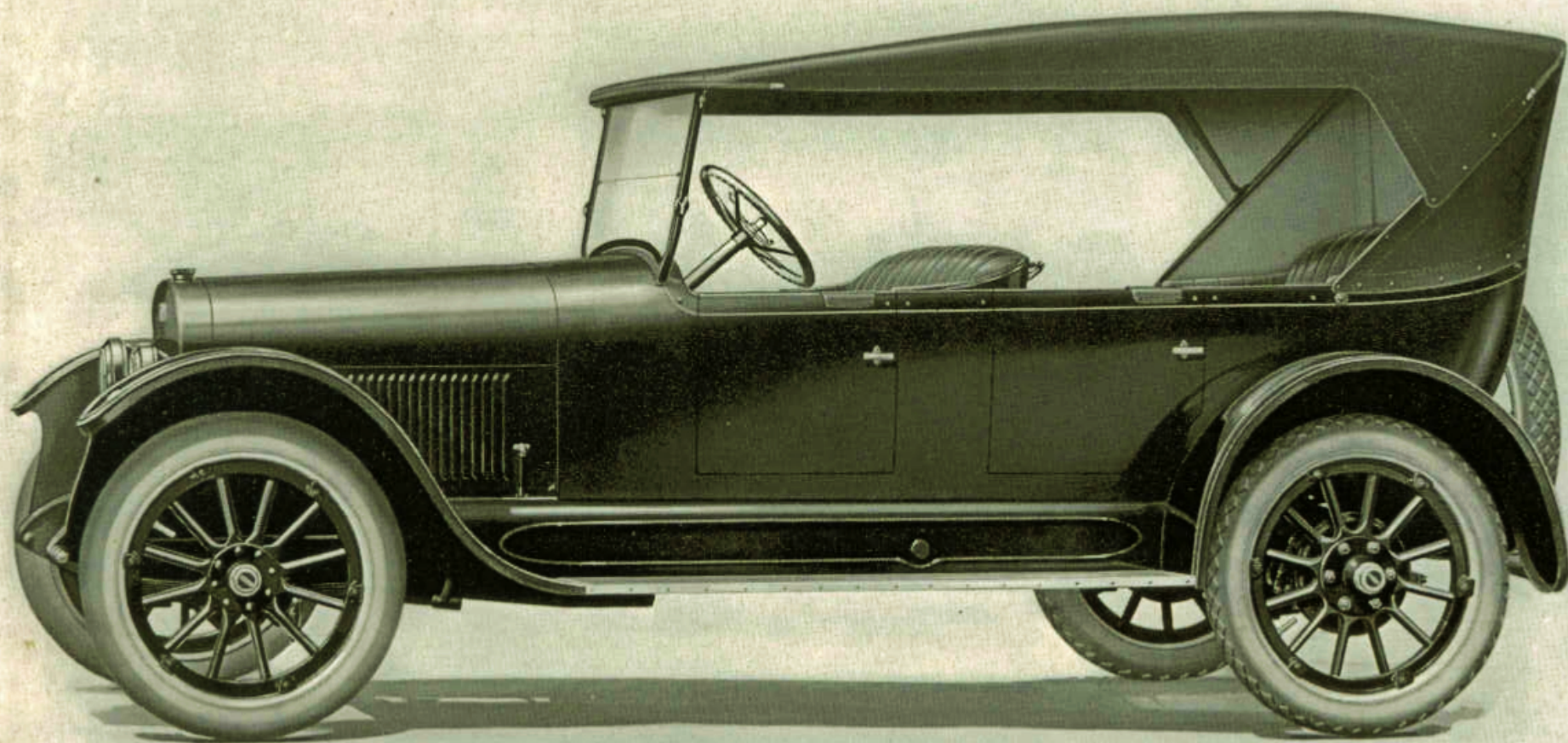
With the excellence of the Buick Valve-in-Head motor and the sturdiness of the Buick chassis as a whole, the Model Twenty One—Forty Eight is an investment in motor car transportation without equal.



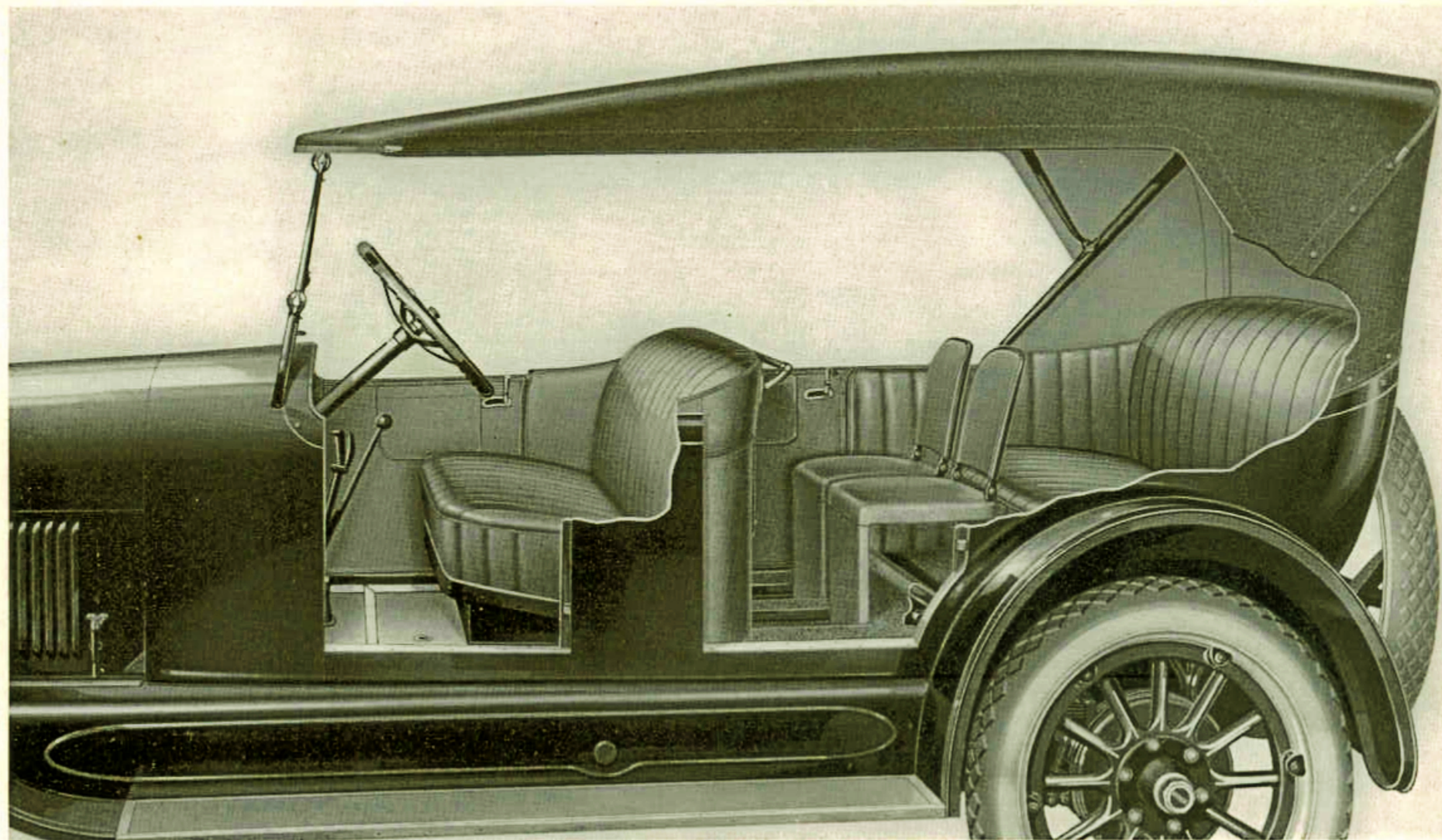
Twenty One—Forty Eight



Seating Arrangement for Four



Twenty One—Forty Nine



Seating Arrangement for Seven

The Seven Passenger Touring Car

THE new Buick Model Twenty One—Forty Nine is the ideal open car for the family. It is big and roomy, complete in all the details that make for comfort and convenience in city driving or country touring.

Not only is it suitable for the family because of its unusual capacity for passengers and service, but also because of the variety of appeals it makes. The beauty of its long, smooth, gracefully curved body, while striking, is still lasting.

Easily controlled, beautifully finished, and solidly built, it is a source of delight for the woman driver. And it is a favorite among young people because it responds to their wishes so faithfully.

Wider door openings and more room in the tonneau for extra passengers have been secured by a change in design. The handy folding seats are so arranged as to give liberal space to all occupants in the rear compartment. When not in use, they may be folded into the back of the front seat. The right hand rear doorway is lighted by a small concealed light. The front springs are equipped with snubbers.

The windshield, as on all open models, is sufficiently wide to protect passengers riding in the front seat. The windshield braces form the front support for the patented top, which leaves a clear and unobstructed vision to all occupants of the car. The main bow sockets leave a free arm rest for passengers in the rear compartment. The top is strictly new in design and substantially tailored of heavy top material. All cross stay straps are eliminated.

With the closely fitting side curtains, opening and closing with the doors, all-weather protection is secured. To facilitate adjusting curtains on short notice, each curtain is plainly marked with its proper position.

This model is finished in Buick blue with wheels to match. The body carries a hair-line stripe and the wheels, a fine white face stripe.

The Seven Passenger Sedan

THE new Buick Model Twenty One—Fifty is an elegant motor car for the family that seeks more luxury, added room, and delicate refinements in a year-'round vehicle. It is the latest development of master craftsmen who are skilled in putting the most into a car.

While it is designed primarily to meet the needs of the family in its daily requirements, conveniences that add comfort to a long and continuous trip have been developed side by side with efficiency, strength and wearing qualities.

The altered lines of the exterior have, in addition to improving the beauty of the car, made possible greater room and more generous seats for extra passengers. The folding seats disappear completely, leaving a commodious rear compartment.

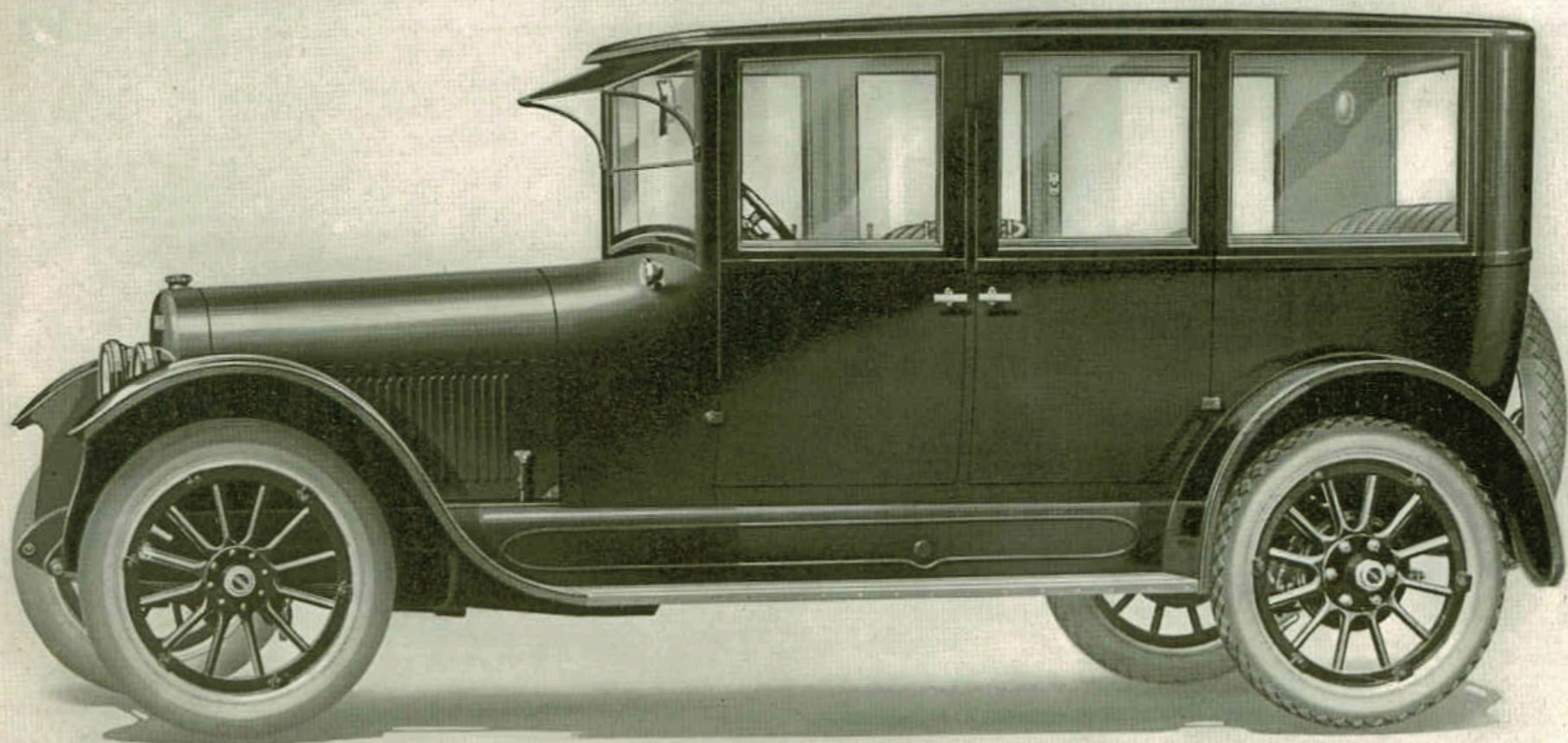
There are also arm rests for the rear seat and heavily upholstered cushions on deep coil springs, which, combined with the long wheelbase, assure solid comfort.

Ventilation is controlled by adjustable windows and windshield, the door windows being fitted with patented handles for raising or lowering them. Convenient silk shades grace the windows and the anti-glare sun shade makes for the comfort of the driver.

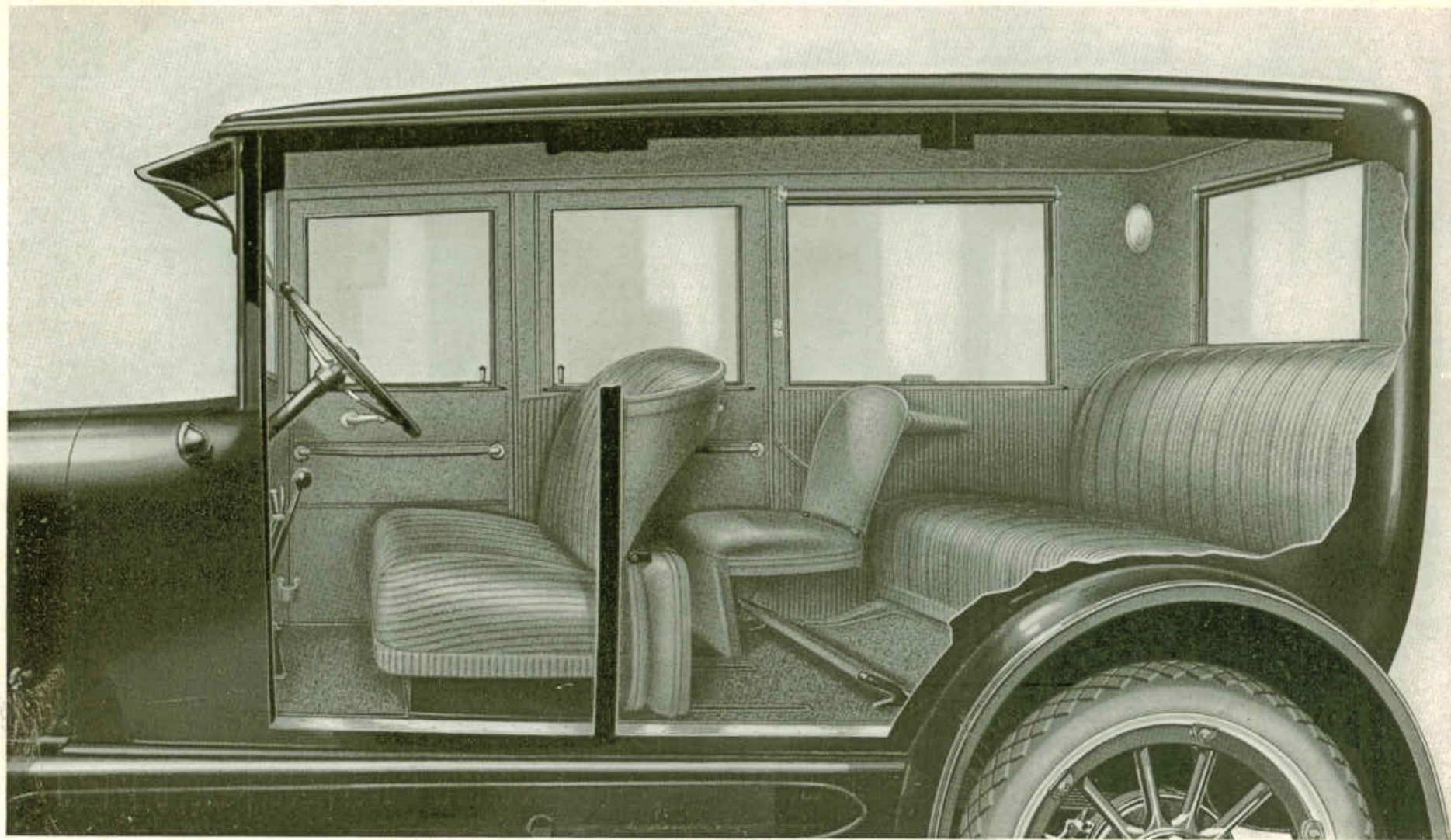
The doors are of ample size and open completely, affording convenient entrance to or exit from either compartment. The doors in this model, and also Model Forty Eight, are equipped with concealed stop hinges and double-safety latches. The front springs, of the special Buick suspension, are supplemented with snubbers, as in the case of all closed models.

The upholstery is beautifully done in rich car plush, with which the interior decorations blend beautifully. The compartments are illuminated with corner lights.

The Buick larger sedan is finished in Buick blue with windshield, fenders, skirts, and radiator in black. The wheels match the body and are faced with a white stripe.



Twenty One—Fifty



Seating Arrangement for Seven

Specifications—Buick Models

BODIES—

- 21-44—3-passenger Open Model
- 21-45—5-passenger Open Model.
- 21-46—4-passenger Coupe.
- 21-47—5-passenger Sedan.
- 21-48—1-passenger Coupe, with folding and disappearing extra seat.
- 21-49—7-passenger Open Model, with folding and disappearing extra seats.
- 21-50—7-passenger Sedan, with folding and disappearing extra seats.

UPHOLSTERY—Open models, dull finish black leather, deep pleated, buttonless cushions, molded over curled hair and soft cushion springs. Models 21-46 and 21-47 are upholstered in fine automobile cloth. Models 21-48 and 21-50 in car plush.

CONTROL—Friction retained spark and throttle levers on top of steering wheel. Button type foot accelerator with rest. Pedals for clutch, service brake and starter. Levers for gear shifting and emergency brake conveniently placed in center of driving compartment.

WHEELBASE—Models 21-44, 21-45, 21-46, 21-47, 118 inches. Models 21-48, 21-49, 21-50, 124 inches.

MOTOR—Six-cylinder, four cycle. Valve-in-Head type, automatically lubricated. Unit power plant, suspended at three points from main frame. Cylinders 3 $\frac{3}{4}$ -inch bore by 4 $\frac{1}{2}$ -inch stroke, semi-steel bloc casting. Extra heavy crankshaft with double stud support front and rear four large bearings. Properly weighted pistons and connecting rods. Large valves mounted in cages and readily accessible, operated by noiseless adjustable push rods. Fifty actual brake horsepower.

COOLING—Water cooled with centrifugal circulating pump, driven by spiral gears. New cellular type radiator, with new style drain cock, pressed steel radiator fan, driven by adjustable flat belt from camshaft.

LUBRICATION—Self-contained, constant level circulating splash system, operated by self-thawing gear pump driven by spiral gears from camshaft and completely enclosed in lower part of crankcase. Improved style oil level gauge on crankcase, drain cock on bottom of crankcase, with extension handle just under the hood, oil pressure gauge on instrument board.

CARBURETOR—Automatic float feed type, supplied by vacuum system from gasoline tank, mounted on rear end of frame. Air regulator on instrument board.

IGNITION—High tension, jump spark system, current supplied by electric generator and storage battery. Automatic spark advance with manual control by lever on top of steering wheel.

STARTER—Complete Delco, single unit system for electric starting, lighting, and ignition, built as an integral part of the motor and operating in conjunction with large storage battery. Combination switch with ammeter and automatic circuit breaker on instrument board.

CLUTCH—Multiple disc, dry plate type, smooth in engagement and positive in action. Ball bearing release collar, adjustment very accessible. Lubricated by two grease cups located outside the case.

TRANSMISSION—Selective sliding gear type, three speeds forward and reverse. Special heat-treated, positive interlocking hand control, integral with gearset.

DRIVE—Through single large, automatically lubricated universal joint and fully enclosed propeller shaft, through spiral bevel gears in rear axle. Propeller shaft housing connected directly to rear end of transmission by large ball joint enclosing universal. Both torque and drive taken through ball joint.

REAR AXLE—Full floating type with entire weight of car carried on the housing. Wheels driven by detachable shafts mounted on large annular ball bearings. Differential mounted on suitable bearings. Propeller shaft on double and single row annular ball bearings. Spiral bevel type driving gears, fully adjustable.

BRAKES—Service brake, external contracting type; emergency brake, internal expanding type; both operating on rear wheel drums. Fully adjustable for wear.

FRONT AXLE—Drop forged I-beam section, double heat-treated, with integral yokes, drop forged steering knuckles and tie rod yokes. Suitable bearings for front wheels.

WHEELS—Artillery type, with large hub flanges, 12 spokes each, demountable rims.

TIRES—Models 21-44, 21-45, 21-46, 33 x 4 inch, S. S. P. front and A. W. T. rear. Models 21-47, 21-48, 21-49, 21-50, 34 x 4 $\frac{1}{2}$ inch. S. S. P. front and A. W. T. rear.

STEERING GEAR—Semi-irreversible split bronze nut and worm type, with large adjustable ball thrust bearing, to take up wear. Horn button in center of steering wheel. Spark and throttle levers on top of wheel.

FRAME—Reinforced pressed steel channel section, with exceptionally stiff and deep side members. Four heavy cross members. Integral gasoline tank supports.

SPRINGS—Front, semi-elliptic type; rear, full floating cantilever type of sufficient length to insure easy riding.

TOP—Open models. New design with patented gypsy quarter curtains. Made of special water proof fabric. Inside operating curtains opening with the doors. Closed models, stationary type with door windows adjustable to any position.

WINDSHIELD—Open models, rain vision, ventilating type, slanting design, giving exceptional range of vision in all directions. Adjustable friction stops to hold glass in any position. Closed models, two piece ventilating windshield equipped with anti-glare sunshade, weather strip and window cleaner.

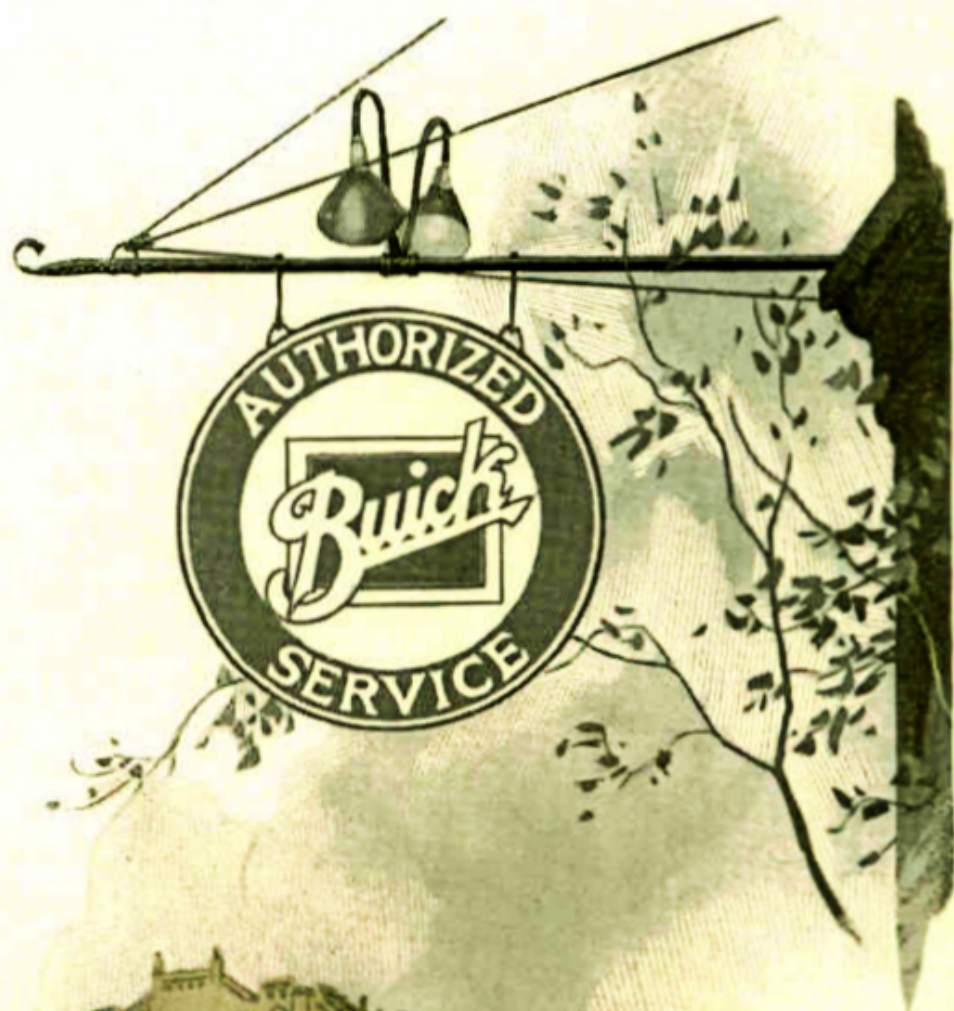
STANDARD EQUIPMENT—Combination dim and full electric headlights with electric side-pilot lamps and clock on models 21-46, 21-47, 21-48 and 21-50. Electric tail lamp, combination instrument board and trouble lamp, speedometer, motor driven electric horn, gasoline gauge, tire carrier with extra demountable rim, jack, pump, tire repair kit, and complete set of tools. Orders for special jobs not accepted and no allowance will be made for any part of standard equipment omitted by customer's order.

Buick Branches and Distributors

EVERY Buick Valve-in-Head owner is entitled to and will receive prompt and efficient service—the kind that will insure him the uninterrupted use of his investment. No matter where you go, there is a Buick branch or a Buick dealer close at hand prepared to give you intelligent attention.

Atlanta	Buick Motor Company
Battle Creek	Buick Motor Company
Boise, Idaho	Randall-Dodd Auto Company
Boston	The Noyes-Buick Company
Buffalo	Buick Motor Company
Charlotte, N. C.	C. C. Coddington
Chicago	Buick Motor Company
Cincinnati	Leyman-Buick Company
Cleveland	The Ohio Buick Company
Dallas	Buick Motor Company
Denver	MacFarland Auto Company
Detroit	Buick Motor Company
El Paso, Texas	Buick Motor Company
Fargo, N. D.	Pence Automobile Company
Flint, Michigan	Lunt & Davison
Indianapolis	Buick Motor Company
Kansas City, Mo.	Buick Motor Company
Lincoln, Neb.	Nebraska-Buick Auto Company
Los Angeles	Howard Auto Company
Louisville, Ky.	Leyman Motor Company
Memphis, Tenn.	Buick Motor Company
Milwaukee	Buick Motor Company
Minneapolis	Pence Automobile Company
New York City	Buick Motor Company
New York City foreign shipments	General Motors Export Company
Oklahoma City	Buick Motor Company
Omaha	Nebraska-Buick Auto Company
Philadelphia	Buick Motor Company
Pittsburgh	Buick Motor Company
Portland, Ore.	Howard Auto Company
Rochester, N. Y.	C. L. Whiting
Saginaw, Mich.	Garber-Buick Company
St. Louis	Vesper-Buick Auto Company
Salt Lake City	Randall-Dodd Auto Company
San Antonio, Texas	Buick Motor Company
San Francisco	Howard Auto Company
Seattle, Wash.	Eldridge-Buick Company
Sioux City	Nebraska-Buick Auto Company
Washington, D. C.	Buick Motor Company

Buick Motor Company, Flint, Michigan



Emblem of Satisfaction